

Idaho Transportation Department

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Section 3:

Project Lists

IDAHO FY 2007 – 2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

DOCUMENT CHANGES

We welcome first time users and hope that the data herein will be valuable and informative. Moreover, if you are a regular user of the STIP, you will notice changes in the layout compared to past years. The intent of these changes is to make the STIP document design more understandable, easy to read and ultimately more “transparent” for our end users.



For ease in interpreting the STIP, the “ruler” below (Figure 4) has been created to assist you in understanding the information found within the project lists. A separate “ruler” has been created as well to use as you peruse the information. On the following pages you will find a full description of the ruler’s toolbar and the meanings of each area.

Figure 4: Project Information Toolbar

SUBJECT TO REVISION BY THE TRANSPORTATION BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST AND NEW FEDERAL REGULATIONS											
ROUTE PROJECT LOCATION		DIST	NOTE	ALL COSTS IN THOUSANDS OF DOLLARS WITH NO INFLATION ADJUSTMENTS					TOTAL PROGRAM COSTS BY PROGRAM		
KEY NO.	MILEPOST / WORK TYPE			SCHEDULED COSTS (Including Match)					TOTAL	ITD	OTHER
SPONSOR			Program	PHASE	2007	2008	2009	2011	PREL		NON-PART.
											NOTES

Route: Highway/route of the project

Key No.: ITD key number by which the project is referenced (also refer to the map using this number)

Milepost/Work Type: Actual type of work to be completed

Project Location: Project name and location

Dist: ITD District location

Sponsor: Entity that is responsible for the project and local match

Program: This represents the performance program

PRSNV—PR= Pavement Preservation

PRSVN—BR= Bridge Preservation

OPS= System Support

IMP—BR= Bridge Improvement

IM—PLAN= System Planning

IMP—RA= Rest Area

IMP—R&E= Restoration & Expansion

IMP—SFTY= Safety

RAIL= Safety Rail

IMP—ENH= Enhancement

IMP—CMAQ= Congestion Mitigation/Air Quality

IMP—CIF= Connecting Idaho Federal

HES= Safety Hazard Elimination

IMP—CIG= GARVEE

HIPR—T21= High Priority TEA21

HIPRI—LU= High Priority

ADV—CN = Advanced Construction

BR(S)= Bridge State

SB= Scenic Byways

PL= Public Lands

FH = Highways

RURAL (L) = Local Rural

URBAN(L) = Local Urban

BR—LOC= Local Bridge

BR—OFF=Local Bridge Off System

TMA= Local TMA

AIR—NEW=New Airport Facility

AIR—LOC=Airport Maintenance

AIR—PLAN=Airport Planning

AVI—SYS= Aviation System Planning

ITBOARD = State funds allocated by IT Board

FY: Fiscal Year (FY) in which construction or capital purchase is anticipated to occur

Phase: Activity to be taken

CN—Construction, construction engineering or capital/purchase costs

PE—Professional Engineering (PE) completed by ITD staff

PC—Professional Engineering by consultant

RW—Right-of-Way acquisition

PREL: Preliminary Development. PREL has been replaced by the Long Range Capital Investment Plan (LRCIP) for ITD project

Total Costs: Total costs of the project fund source over the life of the project .

Program:

ITD—Idaho Transportation Department State funds or marked for federal funding

Other— Non-ITD funding

Non-Part— (Non-Participatory) Funds not eligible for Federal Reimbursement.

Notes:

(R): Bridge restricts commercial travel

(M): Pavement Rehabilitation—Minor Surface Treatment

SR: Bridge Sufficiency Rating (lower number = worst condition)

* Contingent upon successful application for funds

1: Project is shown in a Metropolitan TIP

2: Project is being advanced constructed with non-federal funds

B: Project addresses Bridge Division of Highways (DOH) Strategic Performance Measures

C: Project assesses Congestion DOH Strategic Performance Measures

P: Project assesses Pavement DOH Strategic Performance Measures

S: Project assesses Safety DOH Strategic Performance Measures

KEYS TO UNDERSTANDING THE STIP PROJECT LISTING

The following are the definitions for the columns shown in the project information key toolbar shown on the prior page (see previous page or the accompanying ruler). There are four sections of the toolbar:

- 1) Project Description
- 2) Scheduled Costs
- 3) Program Costs
- 4) Notes

Toolbar Section 1: Project Description (can be found on the left side of the toolbar or in the pink area of your ruler).

ROUTE	PROJECT LOCATION	
KEY NO.	MILEPOST / WORK TYPE	DIST NOTE
	SPONSOR	Program

- **Route**
The route indicates the main location of the project, such as Interstate 84 (I-84), State Highway 45 (SH-45), or US-95. You may also see a route that is labels such as “STC-3881” which indicates that it is a federally classified local route. There are also projects that are indicated as “LOCAL” or “OFFSYS” for roads that are strictly on local or off system roads.
- **Key no.**
Each project is assigned a permanent key number. This key number follows the project from the time the project is established to the time it is completed. Furthermore, each key number is located on a map for better location identification. For example, #08955 is the Black Creek to Sand Hollow project in District 3. Maps showing project location use the key number to reference back to the project.
- **Mile Posts**
The beginning and ending project location on the route are indicated by the mileposts.
- **Project Location**
The project location is also the official name of the project. Sometimes the project is called another name by local agencies. This description may also indicate the location of the project such as county or city.

- **District Note**

The District Note indicated the district in which the project is located. There are six (6) districts in the state.

- **Sponsor**

The sponsor is the entity (city, county, regional agency, fire department, etc.) responsible for the project and the local match.

- **Program**

The program represents the performance program that the project is accounted within. For better understanding of the various performance programs, please refer to Section 2: Financial Stewardship and Funding Assumptions.

Toolbar Section 2: Scheduled Costs (can be found in the center of the tool bar or in the yellow area of your ruler).

ALL COSTS IN THOUSANDS OF DOLLARS WITH NO INFLATION ADJUSTMENTS						
SCHEDULED COSTS (Including Match)						
PHASE	2006	2007	2008	2009	2010	PREL

- **Scheduled Costs (\$,000)**

The “price tag” numbers shown in the STIP are displayed dollars per project by the year (including required match for federal-aid) in which funds are scheduled to be spent. All costs are in thousands of dollars and reflect current costs. Each year prior to the draft publication, costs are adjusted for inflationary increases. In addition, the expenditure includes the local match that is required for the project in the total. Thus, the scheduled cost is a “total cost” for that year.

- **Fiscal Year (FY)**

The fiscal year is the year that the construction of the project should begin. Advanced work, such as preliminary engineering and right-of-way has already occurred before the construction year. Special Note: Shading within the STIP denotes the fiscal year the project will be constructed or the year federal-aid will be paid back if agency funds are being used to advance-construct a project.

The “fiscal year” should not be confused with the calendar year. There are two (2) fiscal years in which the state operates. The State Fiscal Year is from July 1st through June 30th each year. The Federal Fiscal Year is from October 1st through September 30th of each year. The STIP operates under the federal fiscal year.

- **PREL**

Preliminary development or PREL, has been replaced by the Horizons in Transportation, also known as the Long Range Capital Investment Plans and Program (LRCIP) for all statewide projects. PREL still exists for local agencies as a tool for future planning.

- **Phase**

The phase describes the activity that will be taken and the allocated costs associated with it. These expenditures are further broken into three funding phases per project. This allows ITD to better allocate project costs. They are:

- CN – includes construction, construction engineering, and capital purchases
- PE & PC – Professional Engineering (PE) completed by ITD staff or Professional Engineering by consultant (PC)
- RW – Right-of-way acquisition.

Toolbar Section 3: Total Costs (can be found on the right side of the toolbar or in the green area of your ruler).

TOTAL PROGRAM COSTS BY PROGRAM			
TOTAL	ITD	OTHER	NON-PART.

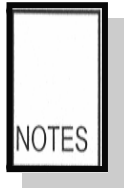
- **Total Costs**

Costs are totaled for all fiscal years and phases. The total of the three funding phases (see “phase”) added together will provide the end user with a total program cost for the project since its inception.

- **Program Costs**

There are three types of program costs. The first are those identified as ITD. These costs are state funds used as match for federal funding. “Other” funds are any non-ITD funds that might be used. And “Non-PART” are non participatory funds that are not eligible for federal reimbursement.

Toolbar Section 4: Notes (can be found on the right of the toolbar or in the blue area of your ruler).



- **Notes**

There are several notes that can be assigned to the project that will assist the reader in determining special information about the project such as if it is located in a metropolitan planning organization or if the project addresses congestion issues. See your ruler for a complete list.

Special Information

Please note that in the project listing a project may appear more than once. This is because the project may have more than one program or funding source in order to fully fund and implement the project. Refer to the map (found in each district project listing) for a graphic representation of project locations. Please note that not all projects are located on the map, as some do not have the needed location referencing information to map a correct point.